



WHAM! NEWS

April 2011



WHAM! OFF ROAD DAY



The full story - page 11

Contents

- 2. Chairman's Notes
- 3. IAM Test Passes and Notices
- 4. Special Future Events
- 5/7. Himalayan Adventure Episode 7
- 7. Uncle John's Agony Column
- 8. WHAM! Digital Photo Competition
- 9. March Natter Night
- 10. For Sale / WHAM! Regalia
- 11/13. WHAM! Off Road Day and Sunday Ride

www.wham-motorcycling.org

Worcester and Hereford Advanced Motorcyclists.

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Chairman's Notes

First Aid Training – you never know when you'll need it.

A number of our group, myself included, attended a first aid training day last Saturday. Albeit it was aimed specifically at motorcycle collision casualties, we did start off with how/when to put someone in the recovery position etc. I imagine there will be more about this elsewhere in the newsletter but I thought I'd mention it, as it is relevant to something that happened today.

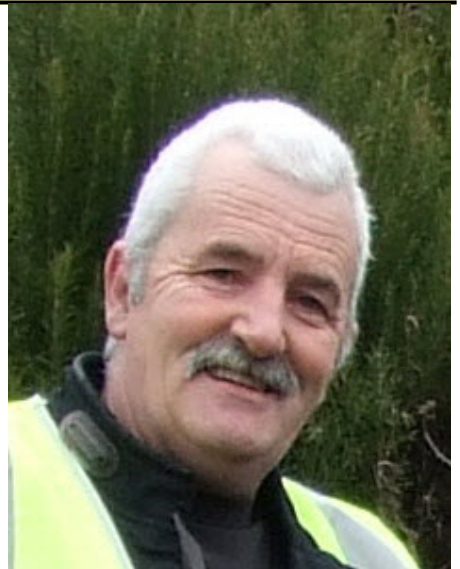
This afternoon (Monday) I was quite happily giving this lorry the once over when I heard a strange, groaning sound coming from just outside the building. I thought to myself - "Self" I thought – "that's odd". I peered outside to find that there was a guy lying on the roadside, flat on his back and clearly suffering some sort of fit. To my shame, my initial thought was that Tony Davis had set me up but, just in case, I'd better check it out. I ran (yep – ran) over and the seriousness of the situation became clear quite rapidly. The chap in question was completely out of it and was having all sorts of problems breathing. A motorist who had stopped informed me that she had seen the guy jogging (see I knew it was bad for you) and that he had suddenly veered across the road, collapsed and started convulsing. My recent training came screaming back to me (no Derek, I didn't put my hands up and say A, Assess, Stop) but I realised I needed to get him into the recovery position as there was some horrible stuff in his mouth/throat and he was having real problems breathing. I got my mate, Dave, to call 999 and I set to the task in hand. Ann (my better half) had joined me by now so we did everything by the book – turned him, cleared the obstruction, checked his breathing, which had now improved, got him comfortable and kept talking to him until the experts arrived. Two young lady paramedics (I'd swear they were no more than 12 years old – or is that my age perhaps?) turned up and, between us, we managed to get the guy up and into the ambulance.

That's the point at which I got out of it and left them to it.

Now, I don't know who he is, I don't know (yet) how he is and I don't know what was wrong with him or if I/we made any difference. What I do know though is that I wouldn't have had a clue what to do if somebody hadn't trained me. As I say, first aid training – you never know when you'll need it.

See you soon and keep smiling.

Brian

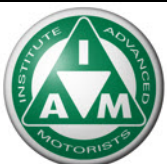


FIRST AID TRAINING DAY FOR OBSERVERS - 2 APRIL

"Biker down" – as in the picture below – is something none of us want to see but it happens! So, a number of observers attended a "Motorcyclists First Aid Training" course to remind themselves of the necessary skills. It was an excellent course, the cost of which is split between the Club and the observers who attended. The emphasis was on the need to keep cool and calm on arrival at the scene followed by the various first

aid drills. We did a lot of "helmet removal" – if the rider is not breathing inside his helmet then the oft quoted maxim "Do not remove helmet" goes out of the window. It is now intended to do some First Aid refresher training at some of our Natter nights – because the skills need to be maintained and practiced. Volunteers will be required!!

John



CONGRATULATIONS TO THE FOLLOWING ON PASSING THE IAM TEST

Charlie Heritage - passed 12 March
Observer : David Curzon



Mike Franzen - passed 28 March
Observer : Rich Smith



Del Britton
passed -
24 March
Observer :
Guy Jenkins



Ian Rivers - passed 6 April
Observer : John Hodges

WHAM! Newsletter Photo Competition.

Software producers Serif have kindly donated a copy of PhotoPlusX4 and a User Manual (together RRP £80.00) for the WHAM! photo competition. The competition closes at the end of July 2011. Photos must be taken by WHAM! members.

Complete details are on page 8.

WHAM! WEBSITE: PLEASE REMEMBER TO CHECK THE "PROGRAMME" PAGE ON THE WHAM! WEBSITE. THIS IS REGULARLY UPDATED WITH ALL THE RIDES, NATTER NIGHTS, WEEKEND TOURS AND OTHER EVENTS THAT MIGHT BE OF INTEREST TO ALL MEMBERS.

It might be an idea to make the "Programme" page one of your "Favourites" rather than the "Home Page" which is primarily designed for visitors.

Newsletter Publication Dates. Please take note that the Newsletter publication dates are being adjusted to take account of the Rider Skills Days and the Editor's desire to ride in the Dolomites in June. Hence the Newsletter will be issued around 4 May and 1 June before reverting to its normal mid month date. Please bear this in mind if you wish to submit any articles, letters, photos or bits and pieces for sale which should be with me at least 5 days before the issue date. Many thanks.

John



SPECIAL FUTURE EVENTS

Tony's NOT the Royal Wedding Ride.....29th April



Tony's NOT the Royal Wedding Ride

If you are not stuck in front of the telly, why not join us on a special celebratory wedding ride on 29th April. We'll be wishing William and Kate all the very best in our own special way.

Full details of the full day's ride are on the [website](#).

Cartoon by Ant Clerici

Northumberland Weekend Trip in September.

'Steve Dalloway & Tony Davis are organising a long weekend away riding some of the excellent roads in Northumberland. The trip will run from Friday 9th September to Monday 12th September. The itinerary will be as follows:

Friday 9th – Ride up to hotel on 'interesting' roads – as little motorway as possible.

Sat 10th / Sun 11th – Ride some of the excellent roads around Northumberland, Cumbria & the Borders.

Monday 12th – Return to the Midlands via more entertaining roads.

Steve knows the roads in this area very well and you can rest assured that there will be some great routes. The weekend is open to all full members of WHAM and pillions are very welcome.

We have a few venues in mind for accommodation but need to have some idea of numbers before we book so please let Tony know if you are interested – tonyzzr@hotmail.com '

BMF Rally Visit Saturday 14th May

Richard Smith is organising a day trip to the BMF Rally. Meet at McDonalds in Worcester for an 8:00 am start. Ticket prices for BMF members are £12 in advance, £15 on the gate, for non-members it's £14 in advance and £17 on the gate (book your own tickets). Route details to Peterborough to follow. Please let Richard know if you are interested - smudge@businessasusual.orangehome.co.uk



Himalayas (7) – August/September 2010*by Derek McMullan*

Kunzum is just over 4,500 meters up in mountains. Like most mountain passes it snuggles under some truly impressive peaks reaching up to 6,000 metres but it is the Buddhist temples and prayer flags that caught everyone's attention – what a contrast: stark grey mountains versus the gaudy colours and immaculate white background of the temples.



When these were first built all the materials would have been man- or mule-hauled; that they're still here and looking so pristine is down to a few hard-working monks who tend the area and regularly repair the ravages of each Himalayan season.

Just over the top of the pass was a much-vaunted mountain café where the Chilli Noodles were highly recommended by the team. For Café read shack! Amazing what shelter can be provided by some heavy-gauge polythene sheeting and newspaper applied to the wet sheeting-walls slowly solidifying into papier-mâché – the fact that the roof was blue made the interior slightly surreal. The washing-up area left a lot to be desired!



The noodles were very good indeed, we all wolfed them down. For me the noodles were quite hot enough but they were presented with high-octane chilli sauce (the large bottle in the photo) for the real men to spice their plate up a bit; many did, but if we had that time again, few would!

Kunzum-la (its proper name) is a watershed dividing the Spiti and Lahaul Valleys. The Spiti is the high-altitude desert area we had been travelling in. The mountains at Kunzum stop the prevailing winds bringing rain into the Spiti and make sure it is all dumped on the Lahaul side. The difference in the landscapes is positively digital. Spiti: desert, Lahaul: green.

For me this descent I'll always remember for the goats; I don't think I have ever seen so many goats! It turned out that we met the goat-herds on their annual trip to market in Manali – a little more than a day's ride for us but driving the herds all the way it would take them two weeks!



This descent was notorious for another reason. In 2009 one of the riders was killed. We were all aware of it but it was one of those things we were strangely silent about on the day. That evening when talking to one of the crew they candidly admitted they had no idea how the incident had happened. It actually took a long time to find the crash site as the guy was riding alone and no one saw where he left the road. The search for the missing rider only initiated after the guy was missed at a Chai stop – so there are advantages to Group riding!

After what seemed to be a very long day we finally arrived at our hotel for a very well deserved shower, beer and supper. Keylong is a bit of a shanty town but it did have a very smart greengrocers shop.



Post-script:



Recently when talking to John Nixon I mentioned in passing how I'd been "on a mission" to make sure that I stayed fit to ride the bike during the tour. Accidents aside the two most likely reasons things to stop us riding were altitude sickness and the charmingly named "Delhi belly" which can be particularly virulent for softie-Europeans! John was particularly interested in my regime to avoid travel sickness and thought it may be useful to repeat it in these notes, so here it is:

- Crown-corked beer is always safe to drink: no really, this is important to your well-being!
- Always carry and use an alcohol-based sanitising gel for your hands. Use it immediately before eating. Paper money and Indian hands are rich sources of bacteria and worse!
- Avoid touching your face during the day unless you have just used the alcohol gel.
- In real Indian cafés avoid food specially prepared for Foreigners; it is usually meat-based and

in a predominantly vegetarian area it will have been waiting for you for too long. No refrigeration out in the sticks but lots of flies!

- The local food is always fresh and there is always something to choose which has been grilled, fried, or best of all - from a steaming wok.



WHAM'S AGONY UNCLE - DEAR JOHN. A new feature in which members can write for advice:

Dear John,

Could you please help me? My normal riding partner dumped me at the weekend (19 March) for a night in Wales with another WHAM member! He assures me that nothing happened but they did share a room with an en suite shower. They also ate dinner and had breakfast together. What concerns me is that his new "mate" does not ride a BMW GS or have a Rukka jacket! I am now worried that my "mate" will dump me again for our holiday in Italy as this new rider is also going. How can I resolve the situation? I'm hoping that, having tried a new riding partner, he will realise his mistake and partner me again. Should I make him go in front or should I take the lead on our next ride out. Perhaps we could ride as a threesome?

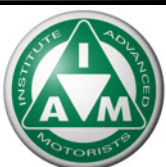
I am also disappointed that WHAM promotes this type of weekend.

Worried of Worcester.

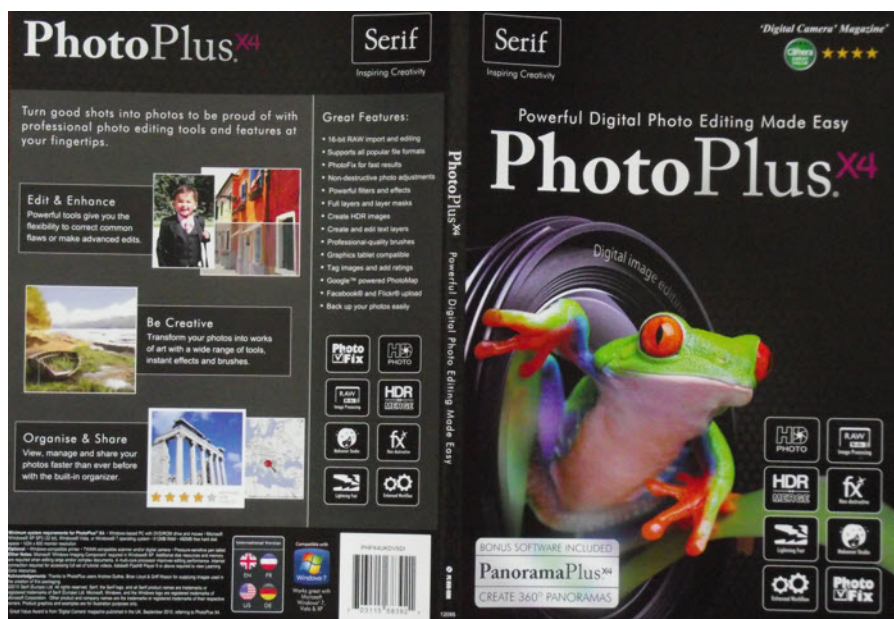
Dear Worried of Worcester,

What an upsetting story but I regret that this sort of thing can happen on Den's dirty weekends. However, I'm sure you will soon get back together with your old riding partner because it will be difficult for him to break the intense BMW GS and Rukka bond that you have created. As for the new man; if things do get really desperate, then I can only recommend that you try the threesome - with the right riders it can sometimes work well.

Uncle John



WHAM! PHOTO COMPETITION



Software publishers Serif have kindly donated a copy of Serif PhotoPlus X4 with a User Manual (RRP £80) as a prize for the WHAM! Newsletter Digital Photo Competition. The rules are simple. Each member (Full or Associate) can submit up to 3 digital photos each month for May, June and July. These photos have to be current, taken by the members themselves and be on a biking theme. Photos for each month must be received before the last day of the month. Any photo submitted is done so on the basis that it maybe published in the Newsletter.

The competition closes on 31 July 2011. All entries will then be judged by a panel consisting of the Chairman; Brian Morgan, The Chief Observer; Derek McMullan, and the Newsletter Editor; John Hodges. Please submit your digital photos to the Editor at Newsletter@wham-motorcycling.org



As an example this is a photo that was taken of me by Derek McMullan in 2008. We think the "paddler" is Steve Edwards. This picture has been digitally cropped and adjusted but this is OK for all submissions. I've had the picture as my computer desktop ever since and it still reminds me of a brilliant biking day.

Photos need to be a minimum of 1 MB. The judges decision is final. Get clicking and the best of luck.

John

The March Natter Night - Can you hear me?



Our Chairman, Brian Morgan, introduces a camera shy Antone Spiroc-tira from Custom Made Ear Protection.



Linda Sylvester and Barb Dalloway discuss the disadvantages of giving their husbands ear protection!



Robin Smith receives his IAM Certificate from his observer Eric Reynolds.



John Nixon, also being married, takes appropriate precautions.

..and on a more serious note; riding a motorbike without earplugs will damage your hearing! So, even if you don't want the "Custom Made" version, it is highly recommended that you use the cheaper but still very effective, ready made ones.

"March Natter Night - Ear Plugs. Thank you to all those who attended and made the March Natter night a success, and especially to those who purchased ear plugs on the night. It always feels like a dive into the dark, arranging this kind of visit as we have no idea how many of you will come along, or how the guest will "perform". Antone has asked for feed back regarding his short talk etc, so please if anyone has any comments, other than the writing on his boards needed to be larger, he would be obliged. Send your comments to whamsecretary@hotmail.co.uk and I will pass them on. Likewise if anyone missed the evening but wishes to purchase the plugs I can put you in touch"

Barb Dalloway



FOR SALE**SPADA Air Jacket and Trousers (both XXL)**

Hardly worn but ideal for hot summer days.

However, fits a bigger man than me!

Washable.

£35.00 ono

Please contact:

[John Hodges](#)

wham! Regalia

Have you bought your WHAM! clothing yet? We've got polo shirts and T-shirts in stock - for £12 and £9 respectively. You can also buy fleeces and other wham regalia - just let us know what you want. To purchase wham! polo or T-shirts please contact:

[Eric Reynolds.](#)



WHAM!'S OFF ROAD DAY WITH MICK EXTANCE

Report by Derek McMullan

(Photos by Mike Franzen, Gerry Price and Derek McMullan)



Seven WHAM members (Alex Hoyle, Den Osborne, Ant Clerici, Derek McMullan, Dillon Muir, Garry Price, Mike Franzen) and a couple of guests took part in the Mick Extance Off-road day on Saturday 19 March. If you think they're all looking rather relaxed, you're right; this photo was taken just after completing the day and everyone had verified that they still retained four unbroken limbs!

We were blessed with a sunny Spring day, so much so that the Extance Team were predicting it would be one of the best in 2011 (it is Wales but only March guys!).

After getting all the off-road shin guards, elbow guards, boots and the rest of the paraphernalia on we had a brief introduction to the Honda CRF250 bikes from Mick and some advice on the major differences between these and a road bike: we could sum that up as "high, light, grunt"! The seat was high enough to cause some of us problems, especially on uneven ground. Compared to our road bikes these were like toys to haul around. The engine is tuned for torque and seems to have more than enough to embarrass the unwary. This very clean line up waited for us.



For familiarisation with the bike we started on a forest track with a flattish surface and only small dips and hollows for us to cope with at a moderate pace. So it started easily enough.



Our first "exercise" was a little hill climb, Mick showed us the recommended (use the momentum and light power to climb) and the difficult (slow at the bottom and use lots of power to climb) ways to do it and then we all had some practise. The more experienced off-riders like Den here, on the left, sailed up the hill in fine style. The rest of us were not quite so tidy but consoled ourselves by gaining a much more intimate knowledge of the trackside



flowers as seen on the right!!

Using the principle of what goes up must come down you can predict the next exercise – descending the hill using the engine/gearbox and ultimately the front brake to control the descent. This part of the exercise was completed all too clinically - so no "crash photos".

With our new skills we were then treated to a short circuit around the base which as well as the set-piece hill climb included some general very muddy puddles and ground with metre-high "moguls" dug out by the passing bikes. The skilled and the brave hit these at speed and used the soft suspension to flatten out the undulations. The rest of us took it rather steadier and kept both wheels on the ground.

By this stage it was mid-morning and time for a coffee. The confident "buzz" then was of how capable the machines were and who would be bold enough to try the 450cc bike – in the event no-one did.





After coffee another forest track led to a clearing prepared with "log-jumps". Logs starting at 15cm and going up to 75cm were arranged in ascending diameter for us to take the bikes over. On the left: Alex shows us how to do it. The bike's torque is used to lift the front wheel over the obstacle and keeping the power on will allow the back wheel to claw its way over too. On the right: The logs were a challenge in their own right with many of us posing for the camera.



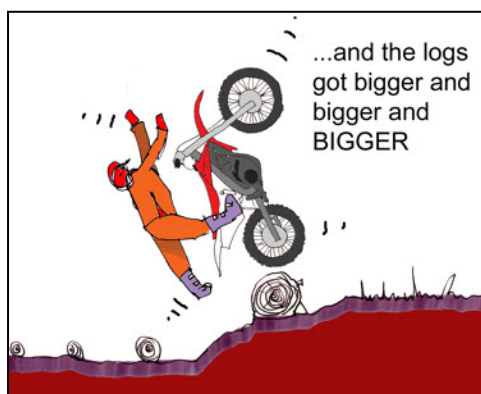
After lunch we went into the forest. Here, on a tight little path only half-a-metre wide we descended on the slipperiest mixture of moss and leaf mould you can possibly imagine. Just to make it fun the gradient was such that we needed the front brake and the engine braking and there were random large loose rocks lurking under the leaf-litter to remind us we were not in complete control. We had been shown how to do this on a modest gradient, shale surface but now it was for real. It was not a pretty sight; bikes strewn in all directions! When we emerged and re-grouped at the bottom we set off to an area we saw last year: the rutted track. This one we had to descend (moderately difficult) and ascend (more difficult!). Those members who came last year and are sitting in their chairs thinking "I did it OK" - let me tell you it is deeper! The rut is now well over the front wheel radius in places.



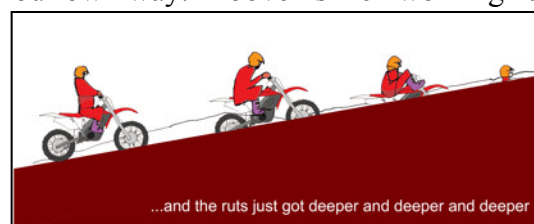
Mick gave us the customary demo and came up the hill absolutely flying!



For us it was always a slower affair and assisted by pushing with the legs. In the deepest rutted parts it was very hard to keep weight on the saddle (and so traction at the back wheel) and still help the bike up the slope since our knees were up around saddle height! Nevertheless we all made it in our own way. Above is Den working hard.



Cartoons by Ant Clerici



Our last exercise was a long-and-steep hill climb (also seen last year). Those who came last year have the high moral ground on this one since this year we were only able to attempt the first half of the climb as the winter had made the second half “for experts only” – an audible sigh of relief from me as last year I spent too long ploughing the rear wheel in up to its axle!

Instead we had a little competitive run around a circular track against the stop-watch. Just to keep our feet on the ground Mick and Adam completed the same circuit – in roughly half the time most of us took! Den’s mate Russell proved he was well above WHAM’s league being closer to the Extance timings than to ours. Age and cunning again triumphed over youth and vigour in that Den took the WHAM honours closely followed by “newbie” Alex Hoyle.

Many of us stayed over at the New Inn for Sunday’s North Wales Tour and were joined for dinner by Richard Smith, Lynton Jaynes, Mark and Lynda Silvester all of whom were very patient in listening to our tales of derring-do!

THE 20 MARCH NORTH WALES SUNDAY RIDE



Sunday dawned bright and sunny again and after an ample breakfast we prepared the bikes and were joined by Tina Whitmore, one of WHAM’s most far-flung members – Tina (seen here with Ant Clerici) lives right in the middle of Wales!



We had bright sunshine at our backs but slightly damp road surface as we rode towards Bala. Spotting the old road-bridge at the head of Bala Lake I pulled up for an early photo stop. Having diverted only 10 meters from the planned route I gave Mr Garmin an opportunity to “recalculate” the route. We set off into Bala town centre whilst Garmin’s cogs whirled. In the distance I saw Lynton and Richard turning right towards the North Wales coast but Garmin now said “Left”. Stupidly following the microchips I went left, then left again and quickly found myself back at the old bridge again. Now Garmin wanted us to track down road East of Bala Lake. No sooner had we started this an Ant Clerici had the common-sense to pull us up, look at a map, and review the routing. When Garmin recalculated, and I went down Bala’s high street it picked up the Café Ceri destination and ignored the rest of the ride! Don’t you just love technology?

The bad news when we regained the correct routing was that we were heading into very dark and ominous looking clouds. Sure enough it was soon raining, then raining heavily; then stair-rods! As we climbed into the mountains we were enveloped in the cloud and didn’t see much more than the roads for the rest of the ride. Mark suffered terribly with misting of his visor and glasses – to the extent that he sometimes could not see at all and had to stop. All the waterproof gear was thoroughly tested! Ant, Alex and I stopped at the top of a pass where there is normally a delightful view; here it is on 20 March:



Derek

